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ENGINEERING . SYSTEMS ANALYSIS . ENVIRONMENTAL SYSTEMS . SUPPORT SERVICES

LANDSAT-D THERMAL ANALYSIS
AND
DESIGN SUPPORT

Prepared for
National Aeronautics and Space Administration
Goddard Space Flight Center
Greenbelt, Maryland 20771

In Response to Contract NAS5-25737, Modification 5

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SECTION 1. INTRODUCTION

This report presents a summary of the results of the tasks done under NASA Goddard Spaceflight Center (GSFC) contract NASS-25737, Mod 5. The objectives of this contract were to develop detailed thermal models of the Landsat-D Earth Sensor Assembly Module (ESAM), the Dummy Thematic Mapper (DTM), and a small thermal model of the Landsat-D spacecraft for a heater analysis. These models were used to develop and verify the thermal design of the ESAM and DTM, to evaluate the aeroheating effects on ESAM during launch and to evaluate the thermal response of the Landsat-D assuming the hard-line heaters failed on with the spacecraft in the Space Transportation System (STS) orbiter bay. An additional request was made to predict ESAM temperatures for the thermal balance test conditions.

The analyses required to meet these objectives were independent tasks, each with a separately written report describing the results. In addition, several of the tasks were subdivided into distinct phases. Separate reports were issued for each phase. For example, the ESAM task write-ups include the model development in one report, a discussion of the orbital predictions using that model in another, and a discussion of various design modifications and their effects in a third report. These reports were issued as internal OAO Corporation technical memoranda, copies of which were given to the GSFC technical officer for information. Section 2 of this report summarizes the results of each of the tasks performed under this contract. The originally issued memoranda are included in the appendices.

SECTION 2. SUMMARY OF RESULTS

2.1 THERMAL ANALYSIS OF THE ESAM

The objectives of the task were to produce a detailed thermal model of the ESAM and use this model to evaluate its thermal design and structural gradients.

These goals were achieved by examining the ESAM's sensitivity to various operational conditions. These were the spacecraft orbit, the Multimission Modular Spacecraft (MMS) interface temperature, the ESAM supply voltage, and the number of sensors turned on. Combinations of these conditions were run for both steady state and transient cases to predict the temperature response of the ESAM. From these computer runs, the temperature ranges for the possible operational modes were found and, from these, the sensitivities.

The thermal model used for this study is discussed in detail in Appendix A. It basically is a 60-node model which is sufficiently detailed to enable the evaluation of any ESAM temperature gradients. This model was set up in the Simplified Shuttle Payload Thermal Analyzer (SSPTA) computer program format. SSPTA was used since fluxes, view factors, and nodal temperatures could be calculated without having to use other programs.

These analyses indicate that the ESAM thermal design is adequate to maintain the ESAM within the normal operational limits of -10°C to 35°C using passive thermal control. The normal operational steady state temperature for the structure was predicted to range from 8.6°C to 18.2°C with a nominal temperature of about 13°C . With the ESAM sensors off and the heaters disabled the structural temperature stabilizes at -11.8°C , just below the lower temperature limit. The only case which exceeded the upper temperature limit was a heater and sensor on case for which a steady state structural temperature of 42.6°C was predicted. This case is unlikely to occur in flight since it requires both proportional heaters systems to fail on at full power, and both sensors to continue to operate.

The ESAM thermal design sensitivities to the various operational parameters were also determined in these analyses. These sensitivities were found by evaluating the steady state temperature variations for ESAM over the maximum range of each of the operational parameters. The parameters of interest were the orbit variation, MMS temperature variation, and supply voltage variation. The resulting ESAM temperature sensitivities are: a 1°C change over the range of flux conditions, 0.3°C change for a 1°C change in the Supply voltage. Details of these analyses of the ESAM design are presented in Appendix B.

2.2 ESAM THERMAL VARIATIONS RESULTING FROM DESIGN VARIATIONS

At the request of the Landsat-D thermal engineer, analyses were done to examine the effects of several variations from the baseline design used in the thermal analysis of the ESAM. These variations were discovered during the inspection of the prototype ESAM prior to construction of the multilayer insulation (MLI) blankets and coating of the radiator surfaces. It was found that silver teflon could not easily be attached to the edges of the bracket radiators because of the rolled surfaces, and it was suggested that these radiators be painted white instead. The central electronics box radiator plate is attached to the frame by 20 exposed bolts, which change the effective radiating area of this plate. Finally, the design of the ESAM does not permit the MLI to be mounted flush to the sides of ESAM, thus leaving a gap between the outer surfaces of the ESAM and the inner surfaces of the MLI around the perimeter of the radiators.

A parametric study of the effect of each of these factors on the ESAM temperature was made on a reduced model. This one node ESAM model included the radiative couplings to space for the radiators, sensors, and insulation, and the absorbed fluxes, sensor and electronics powers, and the heat conducted from MMS. This reduced model, without any modifications for the design variations, predicts steady state temperatures within 1°C of the detailed model predictions for the ESAM structure. The modifications for the design variations were accounted for by varying the absorbed fluxes and radiative coupling to space accordingly.

The analyses indicate the following ESAM temperature trends. The white paint on the bracket radiators, which replaces the original silver teflon, decreased the ESAM temperature by 1° C. This occurs as a result of the greater effect due to the increase in the radiation coupling to space as compared to the effect of the increase in absorbed fluxes. The 20 mounting bolts, which are stainless steel and assumed to have an α/ϵ ratio of 0.45/0.15, increased the ESAM temperature by 1° C. This increase is a result of the larger effect of the decrease in the radiation coupling to space as compared to the effect of the decrease in absorbed fluxes. The gap between the MLI and ESAM sides, assumed to be a 0.25 inch wide black aperture, decreased the ESAM temperature by 1° C. This again is a result of the larger effect of the increase in the radiation coupling to space as compared to the effect of the increase in absorbed fluxes.

Including all these variations, the updated design with white paint on the bracket radiators reduced the temperature of the ESAM about 1° C from the baseline design. Another 0.5° C drop can be achieved by painting the exposed bolt heads and washers white to improve their heat rejection capabilities.

2.3 ESAM THERMAL BALANCE TEST PREDICTIONS

A prototype unit of the ESAM structure was built at GSFC for testing purposes. A thermal balance test was performed using this prototype structure and thermal mock-ups of the Earth Sensor Electronics (ESE) and Scanners (ESS). At the request of the Landsat thermal engineer, OAO modified the ESAM analytical model to represent the test configuration and made temperature predictions for two of the test cases. The details of this effort and the results are discussed in Appendix C.

2.4 ESAM AEROHEATING ANALYSIS

The purpose of this stures to ascertain the magnitude and direction of the temperature variation of the ESAM from the time of launch on the Delta vehicle until orbital insertion of the spacecraft. This analysis was

broken into three separate stages to correspond to the three phases of the flight. These are as follows:

- Initial ascent of the vehicle with the fairing on (T=0 through T + 4 minutes)
- 2. Aeroheating of the spacecraft after fairing jettison (T + 4) through T + 23 minutes
- Coast Trajectory until final orbital insertion (T + 23 through T + 74 minutes)

A single node model was used to represent the ESAM structure, sensors, radiators, and electronics. This assumption of a single node was developed after reviewing the results of the thermal analysis done on the 60-node model described in Appendices A and B. That study indicated that the predominant heat input and rejection was through the radiators on the +Z surface, and that no significant temperature gradients existed within the ESAM. The only other minor heat input was by conduction through the MMS interface, but since the MMS would probably be at the same temperature as ESAM during the launch phases, there would be little, if any, heat exchange by conduction. Consequently, the ESAM single node model had only a radiation coupling to space, equal to that of the radiators to space, and a thermal inertia equal to the sum of the inertias of its components.

The resulting temperature profile for this mission scenario indicates that the ESAM temperature will rise from its initial temperature of 21° C to 21.5° C in phase 1, rise from 21.5° C in phase 2, and fall from 22° C to 16.5° C in phase 3.

Appendix D contains the details of this analysis.

2.5 THERMAL ANALYSIS OF THE DTM

The objectives of the task were to produce a detailed thermal model of the DTM and use this model to evaluate its thermal design and structural gradients. This analysis examined the DTM's sensitivity to the spacecraft orbit, the MMS interface temperature, the insulation effectiveness, and heater power levels.

The thermal model used for his study is discussed in detail in Appendix E. Basically, it is a 105 node model with a concentration of nodes for the interior portion of the DTM main frame to yield detailed structural gradient information. This is of importance since the attitude determination sensor assembly (ADSA), the heaters and thermostats, and the mounting feet to the Landsat instrument model (I/M) are all in that area. This model was set up in the SSPTA computer program format.

These analyses indicate that the DTM thermal design is adequate to maintain the DTM at the normal operating temperature of 15° C with 34 watts of heater power, the I/M temperature at 10° C, and an insulation effectiveness of 0.02. The steady state structural gradients average 1.5°C across the main frame.

The DTM thermal design sensitivities to the various operational parameters were also determined. The parameters of interest were the orbit variation, MMS interface temperature, insulation effectiveness, and heater power level. These sensitivities in the DTM state temperatures are: a 1.3° C change over the range of flux conditions. 0.4° C change for a 1° C change in the MMS temperature, 0.1° C change for a 1% change in heater power, and a 10° C change for an insulation effectiveness change from 0.02 to 0.01.

Further details are presented in Appendix F.

2.6 LANDSAT-D HARDLINE HEATERS ANALYSIS

This study was conducted to determine the transient temperature response of the major Landsat-D Spacecraft components if all of the hardline heaters failed on while it is in the orbiter bay. In addition to the temperature profiles, two other items of interest were determined. They were the time for each component to reach the maximum safe retrieval temperature and the component temperature rate of change at the time the limit temperature was reached.

The model used in this analysis was developed from several other thermal models. They are the MMS model previously generated for the MMS Project Office and the Landsat-D models developed by A.D. Little, Inc. and General

Electric (GE). The MMS model component radiation couplings, conduction couplings, and thermal inertias were used directly in this model. The only modifications made were to change the radiation couplings from space to an STS/EARTH boundary. The Landsat-D thermal inertias were taken from the GE model. The radiation couplings to space for the insulated surfaces were scaled by the effective emittance of the insulation blanket to approximate the radiation transfer between an internal node and a boundary node without having to explicitly solve for the external temperature of the blanket. These couplings were then coupled to the STS/EARTH boundary.

Using this reduced model, the component temperature profiles were found by applying the appropriate boundary temperatures, initial component temperatures, and component heater power conditions. The conditions were as follows. The boundary to which the surface nodes radiated was assumed to be a black cavity at -5° C. This temperature corresponds to the steady state value for the orbiter in an earth viewing attitude. The initial component temperatures were assumed to be 20° C. The component heater powers were those for a nominal supply voltage of 28V and were assumed constant throughout the analysis.

See Appendix G for the complete tabular listing of the results.

APPENDIX A. ESAM DETAILED THERMAL MODEL

MEMORANDUM

LDTHER-IOM-81-001 May 20, 1981



TO : Dave Mengers

FROM : Doan Eiband

SUBJECT: Landsat-D Earth Sensor Assembly Detailed Thermal Model

The purpose of this task was to produce a detailed thermal model of the Landsat-D Earth Sensor Assembly Module (ESAM) with sufficient definition to enable evaluation of module thermal gradients and verification of the overall thermal design.

In general, the ESAM is composed of three distinct elements. A central box which houses the two sensor electronics packages and joins the ESAM to the multi-mission modular spacecraft (MMS) and two brackets which align the two sensors and connect them to the central box. These brackets are mounted to the outer +Y and -Y faces of the central box. The electronics packages are mounted to the inner +Y and -Y faces of the central box. (The coordinate system referenced here is identical to the Landsat axes with the +Z axis facing the Earth, the +X axis facing in the direction of orbital velocity, and the +Y axis completing the Cartesian system). This essentially gives the ESAM axial symmetry about the Z-axis, although the brackets are slightly different.

for the central box, the -Z surface is a multi-layer insulation (MLI) blanket which closes the box, while the +Z surface is a radiator. The +Y and -Y surfaces are the mounting surfaces for the sensor brackets and the heat conduction paths from the two electronics packages to the radiator. On the +X surface is a radiation shield over the ESAM wiring harness. This shield is assumed to be an aluminum box three inches in depth, open on the -Z and -X faces to allow the wires to pass through and with the remaining surfaces insulated. The -X surface is a MLI insulation blanket which closes the box.

The two sensor brackets are similar in construction to each other, the major difference being the sensor mounting surfaces which are canted differently to allow viewing in different directions. Consequently, both brackets will be described together. The brackets are insulated on all sides including the open -Z faces. The only surfaces not insulated are the +Z ones which are the radiators and those which are connected to the central box. The sensors protrude through the mounting surfaces and MLI and are uninsulated.



The ESAM is located in a vee formed by two units of the MMS, the Command and Data Handling unit (C&DH) and the Modular Power Supply unit (MPS). Also located in this vee is the Signal Conditioning and Control unit (SC&CU) which is located slightly above (+X direction) the radiation shield of the ESAM. These MMS surfaces and SC&CU surfaces comprise the external boundaries which affect the radiation heat exchange from the ESAM. This configuration is shown in Figure 1.

The ESAM surface model used to generate the radiation couplings was constructed using two separate surface models: an external surface model of the ESAM and its boundaries, and an internal surface model of the ESAM. These two models were run using the simplified shuttle payload thermal analyzer computer program (SSPTA) to give the couplings between the external nodes and the couplings between the internal nodes. The remaining radiation couplings for the heat transfer through the insulation blankets and between the outer surfaces of the central box and the brackets were calculated by hand. An effective emittance of 0.02 was assumed through the MLI for those calculations. The bracket to box coupling assumed an exchange between two infinite parallel black plates.

The external surface model was composed of the outer ESAM surfaces and the MMS surfaces. The insulated ESAM bracket and box outer surfaces are 3 mil aluminized kapton with the kapton facing out. The ESAM radiators, MMS surfaces, and SC&CU surfaces are coated with silver teflon. The ESAM sensor surfaces which extend through the MLI are painted white with the exception of the lens and its retaining ring which are assumed to be quartz and bare titanium, respectively. It was later discovered that the lenses were germanium, not quartz, as had been assumed. The analyses were made using the quartz properties, however, a single steady state temperature computer run was made using germanium properties to assess the effects of this change. The results of this comparison will be presented in a memorandum discussing the ESAM analyses.

The internal ESAM surface model was composed of the electronics packages surfaces, the central box surfaces, bracket surfaces, and radiator inner surfaces. All of the interior surfaces except the sensor surfaces are painted black to enhance the radiation transfer to the radiators. The sensor barrel is painted white while the electrical interface is bare titanium. A summary of the internal model properties and those of the external model by node is given in Table 1.

The conduction couplings for the model were calculated for each internal node pair by hand. These couplings took in to account the bolt conduction through the four mounting bolts for each electronics package to the central box wall, as well as the bolt conduction and surface resistance for mounting the brackets to the central box. Also considered were the rivet conduction and contact resistance for each of the rolled surface joints used in the brackets and central box construction.



The interface conductance between the ESAM and the MMS was assumed to be 0.215 watts/ $^{\circ}$ C, a value calculated by Mr. Al Seivold of GSFC for the proposed interface design.

The thermal inertias were found by calculating the MCp value per unit area for the various materials and surface thicknesses used in the ESAM. Each of the surface areas was then multiplied by the appropriate MCp per unit area to find the thermal inertias of the surfaces. These surface MCp values were finally added together to achieve the inertias on a nodal basis.

The result of this modeling effort was a 60-node model of the ESAM and its surroundings for the Landsat-D configuration. This model was subsequently used for ESAM design verification and flight predictions. The model couplings are given in Appendix A.

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Attachment

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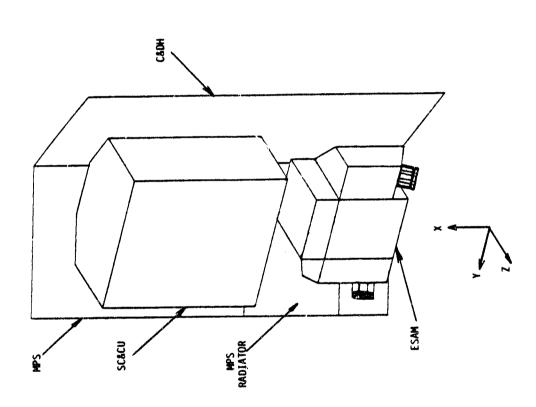


Figure 1. Landsat-D Earth Sensor Assembly Detailed Thermal Model Configuration



Table 1. ESAM Nodal Properties

NODE	DESCRIPTION EXTERNAL PROPERTIES	α/ε
1	RADIATION SHIELD (+) surf(ce)	0.45/0.80
2-5	+Y BRACKET	0.45/0.80
6	-X SURFACE	0.45/0.80
7-10	-Y BRACKET	0.45/0.80
11-16	RADIATORS (+Z surface)	0.12/0.76
17	-Z SURFACE	0.45/0.80
18	MMS SURFACE	0.12/0.76
19	MPS RADIATOR	0.12/0.76
20	+Y SENSOR (barrel)	0.20/0.91
21	+Y SENSOR (lens ring)	0.45/0.15
22	+Y SENSOR (lens)	0.92*/0.88 (quartz)
23	-Y SENSOR (barrel)	0.20/0.91
24	-Y SENSOR (lens ring)	0.45/0.15
25	-Y SENSOR (lens)	0.92*/0.88 (quartz)

* includes UV transmission τ = .9 (for germanium α/ϵ = .3/.7 with IR transmission τ = .2)

INTERNAL PROPERTIES

30	RADIATION SHIELD (+X surface)	0.95/0.86
31-32	+Y BRACKET (MLI)	0.38/0.61
33-39	+Y BRACKET	0.95/0.86
40	-X SURFACE (MLI)	0.38/0.61
41-42	-Y BRACKET (MLI)	0.38/0.61



NODE	DESCRIPTION	α/ε
43-50	-Y BRACKET	0.95/0.86
51	-Z SURFACE (MLI)	0.38/0.61
52	+Y ELECTRONICS BOX	0.95/0.86
53-54	+Y ELECTRONICS BOX WALLS	0.95/0.86
55	-Y ELECTRONICS BOX	0.95/0.86
56-57	-Y ELECTRONICS BOX WALLS	0.95/0.86
58	+Y SENSOR (barrel)	0.20/0.91
59	+Y SENSOR (electrical interface)	0.45/0.15
60	-y SENSOR (barrel)	0.20/0.91
61	<pre>-Y SENSOR (electrical interface)</pre>	0.45/0.15
62	+Y ELECTRONICS BOX BASE PLATE	0.95/0.86
65	-Y ELECTRONICS BOX BASE PLATE	0.95/0.86
80	MMS INTERFACE (boundary node)	•
100	SPACE NODE	-

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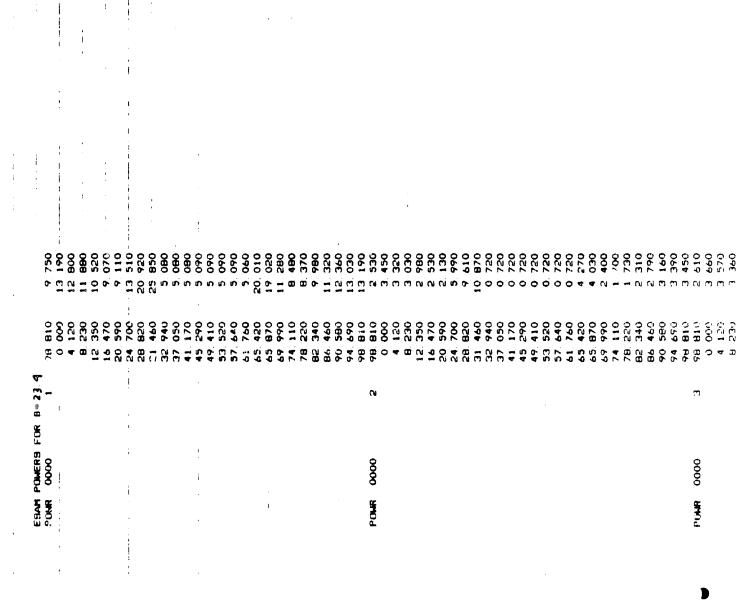
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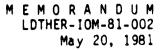
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APPENDIX B. ESAM THERMAL ANALYSIS RESULTS





50/50 Powder Mill Road • Beltsville, Md. 20705 (301) 937-3090

TO : Dave Mengers

FROM : Doan Eiband

SUB-JECT: Results of the Thermal Analysis of the Landsat-D Earth

Sensor Assembly Module

REFERENCE: OAO Corporation Memorandum, LDTHER-IOM-81-001, <u>Landsat-D</u>

Earth Sensor Assembly Detailed Thermal Model, D. Eiband,

May 1981.

The objectives of this study were to evaluate the thermal design of the Landsat-D Earth Sensor Assembly Moduïe (ESAM) and the structural temperature gradients of the ESAM. These goals were achieved by examining the ESAM's sensitivity to various operational conditions. These were the spacecraft orbit, the Multi-mission Modular Spacecraft (MMS) interface temperature, the ESAM supply voltage, and the number of sensors turned on. Combinations of these conditions were run for both steady state and transient cases to predict the temperature response of the ESAM. From these computer runs, the temperature ranges for the possible operational modes were found and, from these, the sensitivities.

The thermal model used for this study is discussed in detail in the referenced memorandum. It basically is a 60-node model which is sufficiently detailed to enable the evaluation of any ESAM temperature gradients. This model was set up in the Simplified Shuttle Payload Thermal Analyzer (SSPTA) computer program format. SSPTA was used since it has the capabilities for calculating the absorbed environmental fluxes, view factors, and nodal temperatures, without having to use other programs.

The first operational parameter examined was the variation in the probable Landsat-D orbit. Two orbits were considered which represent the extreme in fluxes by virtue of their beta angles. These orbits have beta angles of 23.40 and 41.80 with orbital inclinations of 98.20 and the direction of the spacecraft travel from north to south in the daylight portion. Using these orbits, SSPTA calculated the absorbed environmental fluxes on each of the external surfaces and generated flux tables versus time for 24 equal steps in each orbit. These orbital flux tables were used directly except for the fluxes on the quartz lenses. For these absorbed fluxes, the UV components included the transmitted as well as absorbed energy. Consequently, the transmitted portion, about 90% of the total



flux, was subtracted from the lens fluxes and added as internal energy to the sensors. The IR component of the fluxes had no transmitted component and was left unchanged. Subsequent to performing the analyses with properties for the quartz lenses, it was learned that the lenses are germanium, which is opaque to UV and transmits about 20% of the incident IR fluxes. For these lenses, the fluxes were purified in a similar manner as for the quartz lenses to allow a 20% transmission in the IR. The UV component was reduced to account for the lower UV absorption of the germanium. A single steady state temperature case was run to determine the effects of this change. For this $\beta = 23.4^{\circ}$, normal operational case the ESAM temperatures increased about 1.5°C. These temperature increases are a result of the diminished heat rejection capability of the exterior portion of the sensors because of the lower emittance of the germanium lenses. This forces more of the energy absorbed by the sensor barrels to be conducted into the ESAM structure and not rejected off the lenses.

The next operational parameters considered were the MMS interface temperature and the ESAM power variation. The MMS interface temperature can vary from 10°C to 30°C which corresponds to the temperature range given for the MMS. This interface temperature was applied as a constant temperature boundary node coupled to the ESAM central box walls. The ESAM power can vary as a result of the spacecraft supply voltage ranging from 35V to 22V, with a nominal value of 28V. A table of the sensor and electronics package power level variations versus supply voltage is given in Table 1.

The ESAM temperature responses for the various steady state and transient temperature analysis are presented in Tables 2 through 4. Each of these tables gives the ESAM component temperatures for the radiators, +Y sensor, -Y sensor, and electronics. The structural temperatures are not given since they fall between the temperatures of the electronics and the radiators. Temperature gradients across the ESAM are of the order of 1°C which is why average temperatures for the radiators and electronics are presented in the tables. The sensor temperatures are for the hottest points which are at the ends with the bolometers.

Aiong with the component temperatures, on these tables are the defining parameters which describe the ESAM operating conditions and environment. These parameters are the orbit beta angle, power supply voltage, MMS interface temperature, heater power, and number of sensors operating. These parameters were varied singly and together to investigate their effect on the ESAM. Each of the tables has a particular grouping of cases to examine these parameters. Table 2 gives the steady state temperature limits for the hottest and coldest possible cases, for the hottest normal operational and coldest normal operational cases, and the coldest single sensor operational case. Table 3 gives the steady state temperature limits for the extremes of orbit, supply voltage, and



TABLE 1

ESAM Power Supplied Versus Supply Voltage

SUPPLY		ELECTRONICS		
VOLTAGE	TEMPERATURE	PACKAGE	SENSOR	ESAM*
(V)	(°C)	(W)	(W)	(W)
35	40	5.5	3.0	17.0
	20	5.5	3.0	17.0
	-10	5.7	4.5	20.4
28	40	4.3	3.0	14.6
	20	4.3	3.0	14.6
	-10	4.5	4.5	18.0
22	40	3.5	3.0	13.0
	20	3.5	3.0	13.0
	-10	3.7	4.5	16.4

^{*} The ESAM has two electronics packages and two sensors.



TABLE 2

ESAM Steady State Temperatues for Limiting Cases $\binom{0}{C}$

	HOTTEST POSSIBLE CASE	COLDEST POSSIBLE CASE	HOTTEST NORMAL OPERATION	COLDEST NORMAL OPERATION	COLDEST ONE SENSOR OPERATION
DEFINING PARAMETERS					
ORBIT BETA ANGLE (DEGREES)	23.4	41.8	23.4	45. 60.	41.8
SUPPLY VOLTAGE (V)	35	22	35	22	22
MMS TEMPERATURE (^O C)	30	10	30	10	10
HEATER POWER (W)	20.4	NONE	NONE	NONE	NOVE
SENSORS OPERATING	ВОТН	NONE	80ТН	вотн	A DMI A+
COMPONENT TEMPERATURES					
RAD IA TORS	46.2	-12.1	17.1	7.9	- 2.1
+V SENSOR	45.5	-12.4	23.3	14.3	5.1
-Y SENSOR	46.5	-11.0	24.7	15.5	- 2.0
ELECTRONICS	42.6	-11.8	18.2	8 9.6	+V - 1.1
					-Y - 2 3



TABLE 3

ESAM Steady State Temperatures for Parameter Sensitivity

	EXTREM	EXTREME ORBIT				
	BETA	BETA ANGLES	EXTREME SU	EXTREME SUPPLY VOLTAGE	EXTREME MAS	EXTREME MMS TEMPERATURE
	23.40	41.80	35V	22V	30 <mark>0</mark> 0	10°C
DEFINING PARAMETERS						
ORBIT BETA ANGLE (DEGREES)	23.4	41.8	23.4	23.4	23.4	23.4
SUPPLY VOLTAGE (V)	28	88	35	22	28	28
MHS TEMPERATURE (°C)	50	20	20	20	30	10
HEATER POWER (W)	NONE	HOME	NONE	NONE	NONE	NONE
SENSORS OPERATING	ВОТН	вотн	ВОТН	80ТН	вотн	вотн
COMPONENT TEMPERATURES (°C)						
RADIATORS	12.6	11.7	15.7	10.4	15.2	6.6
+Y SENSOR	19.0	18.0	22.0	16.9	21.5	16.3
-Y SENSOR	20.4	19.1	23.4	18.3	22.9	17.8
ELECTRONICS	13.4	12.6	16.7	11.2	16.1	10.7



MMS Temperature. Table 4 gives the component orbital transient temperature. variations for normal operations and single sensor operations.

These analyses indicate that the ESAM thermal design is adequate to maintain the ESAM within the normal operational limits of -10°C to 35° C using passive thermal control. The actual normal operational steady state temperature range found for the structure was from 8.6° C to 18.2° C with a nominal temperature of about 13° C. With the ESAM sensors off and the heaters disabled structural temperature stabilizes at -11.8°C, just below the lower temperature limit. The only sensors on case which exceeded these temperature limits was the hottest possible case which predicted a steady state structural temperature of 42.6° C. This case is unlikely to occur in flight since it requires both proportional heaters systems to fail on at full power, and both sensors to continue to operate.

The active portions of the ESAM thermal design are the proportional heaters, which are supposed to maintain the ESAM temperature within the operational limits during single sensor or no sensor operational modes. It was found that the heater capabilities were more than sufficient to maintain the ESAM within the temperature limits with both sensors turned off. In fact the heaters can supply a peak power of 20.4W at nominal supply voltage levels, while only 14.6W of operational power stabilizes the ESAM structure at 13.4°C. Even at the minimum voltage, the heaters can supply 12.6W peak power which is more than enough to stabilize the temperatures above the lower heater control point.

The operation of the proportional heaters is controlled by the selection of appropriate control range and thermostat locations. For the ESAM, the fully off to fully on range is from -5°C to $+5^{\circ}\text{C}$, respectively, to move the control range out of the normal ESAM operational temperature range. (The coldest normal operational case had a structural temperature of 8.6°C , slightly above the heater set point.) The only remaining question on ESAM was where on the structure to locate the thermostats. These analyses indicated that the structural temperature variations are small enough in ESAM to allow the location of the thermostats at any convenient point, since the structure is essentially isothermal.

The ESAM thermal design sensitivities to the various operational parameters were also determined in these analyses. These sensitivities were found by evaluating the steady state temperature variations for ESAM over the maximum range of each of the operational parameters. The parameters of interest were the orbit variation, MMS temperature variation, and supply voltage variation. The resulting ESAM temperature sensitivities are: a 1°C change over the range of flux conditions, 0.3°C change for a 1°C change in the MMS temperature, and 0.4°C change for a 1°C change in the supply voltage.



TABLE 4

ESAM Transient Temperatures for Normal and Single Sensor Operation

	HORM	HORMAL SENSOR OPERATION	ATION	ONE SE	ONE SENSOR OPERATION	줖
	ORBITAL AVERAGE	HAXIMUN	MINIMUM	ORBITAL AVERAGE	MAX IMUM	MINIMEN
DEFINING PARANETERS						
ORBIT BETA ANGLE (DEGREES)	23.4	ı	•	23.4	•	•
SUPPLY VOLTAGE (V)	88	•		22	•	•
MAS TEMPERATURE (^O C)	20	,	•	10	•	•
HEATER POWER (W)	NONE	,	;	NOME	•	•
SENSOR OPERATING	80Тн	ı	•	ВОТН	•	•
COMPONENT TEMPERATURES (°C)						
+Y SENSOR	19.0	20.0	18.7	5.1	5.6	4.7
+V ELECTRONICS	13.3	14.0	13.1	-1.1	-0.4	-1.5
-Y SENSOR	20.4	26.1	18.9	-2.0	2.7	-3.5
-Y ELECTRONICS	13.4	14.2	13.1	-2.3	-1.4	-2.1



The sensitivity of the ESAM to the transient orbital flux levels was slight. The transient analyses indicate that the ESAM structural temperature variation during normal operating conditions is about 1° C. The +Y sensor and electronics packages follow this same temperature variation. The -Y sensor, which receives solar irradiance just before entering the shadow, exhibits a transient variation of about 7° C for the quartz lens case. This is a result of the solar energy which is transmitted through the lens and into the sensor, causing an increase in temperature of this sensor. With the germanium lens, this variation is about 2° C since the lens is opaque to the solar UV flux.

In conclusion, the ESAM thermal design is acceptable for meeting the mission temperature requirements. The design's sensitivity to variations in the orbital flux levels, MMS interface temperature, and supply voltage will not cause the operational limits to be exceeded. Finally, the transient temperature response of the ESAM indicates normal operation within temperature limits.

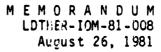
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APPENDIX C. ESAM THERMAL-BALANCE TEST PREDICTIONS





50/50 Powder Mill Road • Beltsville, Md. 20705 (301) 937-3090

TO : Dave Mengers

FROM : Doan Eiband

SUBJECT: Landsat-D Earth Sensors Assembly Module Thermal Model

Predictions for the Thermal-Balance Test

REFERENCE: 1) NASA Goddard Space Flight Center Memorandum, Earth

Sensors Assembly Module (ESAM) Thermal-Balance Test

Procedure, A. Seivold, June 29, 1981

At the request of the Landsat-D Thermal Engineer, additional computer analyses were made using the Landsat-D Earth Sensors Assembly Module (ESAM) thermal model to predict selected temperatures for the thermal-balance test of the ESAM prototype. Two orbital operational cases were chosen for these analyses. The first case, test 2A of reference 1, has only the +Y sensor operating with the spacecraft in an Earth oriented safehold mode. The second case, test 5B of reference 1, has both sensors operating with the spacecraft in a hot operational mode. Each of these cases was run twice on the computer; once using the computer predicted orbital inputs and once using thermal-balance test inputs which were intended to yield temperatures equivalent to the orbital predictions. These duplicate runs were required to evaluate the equivalence of the orbital and test cases.

Before either of the test cases were run, various modifications were male to the ESAM thermal model to approximate the chamber simulation and to reflect the actual ESAM design configuration. The ESAM model alterations required for the chamber simulation were to recouple all of the ESAM external radiation couplings, except for those of the radiators, to the chamber boundary rather than space. The radiators were not coupled to the chamber since they view an Earth simulator plate which provides a flux level equivalent to the environment that the radiators will see in orbit. The Multi-mission Modular Spacecraft (MMS) radiation couplings to space were also recoupled to the chamber boundary. Finally, the radiator radiation couplings to space were scaled by the ratio of the measured emissivity to the assumed emissivity to give a more accurate value.



Each of the two cases was run once using the orbital parameters and once using the chamber parameters. The general description of these two types of runs is important for comparison of their results. The orbital run computer inputs included the absorbed environmental fluxes on all of the ESAM and MMS surfaces, the appropriate ESAM operational power levels for the sensors and electronics, and a constant MMS interface temperature. The chamber run computer inputs included absorbed environmental fluxes only on the ESAM radiators and ESAM radiation shield, and the appropriate ESAM operatonal powers. MMS interface temperature, and chamber temperature. (The absorbed environmental fluxes were assumed for the radiators in the chamber run since the Earth simulator plate was intended to provide equivalent flux levels.) A test heater was used to apply power equivalent to the estimated absorbed fluxes on the radiation shield. Ine chamber wall was cooled with LN2 for the cold 2A test, but was controlled to -50°C for test 5B in an attempt to provide appropriate flux levels to the external surfaces of ESAM.

After completion of the computer runs for the two cases it was found that the initial assumptions concerning the Earth simulation plate were most likely incorrect since the thermal-balance test data showed lower ESAM temperatures than predicted. An analysis of the test set-up geometry pointed to heat losses through the gap around the edges of the plate. An estimate of these losses was made by assuming a view factor of 0.90 between the Earth plate and radiators and then calculating the heat losses through the gap. The test case 2A was rerun using these estimates for the new absorbed environmental fluxes.

The temperature predictions for all of the cases are given in Table 1. The orbital prediction for test 2A yields an average structural temperature of -1.0°C with the chamber prediction 4.0°C cooler. The modified case for the chamber prediction is 7.0°C cooler than the orbital run. The test 5B orbital temperatures yield an average ESAM structural temperature of 17.0°C with a chamber prediction of 1.0°C cooler. A modified case was not rup for test 5B.

for Doan Eiband

/egc



Table 1. ESAM Steady State Temperatures (OC)

		TEST 2A		TES	TEST 58
Defining Parameters	Orbital Case	Initial Chamber Case	Modified Chamber Case	Orbital Case	Initial Chamber Case
Orbit Beta Angle (Degrees)	23.4	23.4	23.4	41.8	41.8
Supply Voltage (V)	22	22	22	35	35
MMS Temperature (°C)	10	10	10	20	20
Heater Power (W)	None	None	None	None	None
Sensors Operating	+Y Only	+Y Only	+Y Only	Both	Both
Chamber Temperature (°C)	8	-140	-140	•	-50
Component Temperatures					
Radiators	-1.3	ئ. 6	-8.1	15.7	14.9
+Y Sensor	0.1	-3.2	-5.6	16.8	16.5
+Y Electronics	-0.2	-4.5	6.9-	16.8	15.9
-Y Sensor	-2.1	5, 9-	-8.8	17.1	16.6
-Y Electronics	-1.6	-5.9	-8.3	16.8	15.9

APPENDIX D. ESAM AEROHEATING ANALYSIS



M E M O R A N D U M LDTHER-IOM-81-003 May 21, 1981

50/50 Powder Mill Road • Beltsville, Md. 20705 (301) 937-3090

TO: Dave Mengers

FROM : Doan Eiband

SUBJECT: Landsat-D Earth Sensor Assembly Module Aeroheating Analysis

REFERENCES: 1. OAO Corporation, Thermal Group Memorandum, LDTHER-IOM-81-001, Landsat-D Earth Sensor Assembly Module Detailed Thermal Model, D. Eiband, May 1981.

- 2. General Electric Corporation, Environmental Control S/S Engineering, U-1R54-LSD-015, Landsat-D Launch Thermal Analysis, D. Glidden, 2/6/81.
- 3. International Textbook Company, <u>Principles of Heat</u> Transfer, F. Kreith, 1958.

The purpose of this study was to ascertain the magnitude and direction of the temperature variation of the Landsat-D Earth Sensor Assembly Module (ESAM) from the time of launch on the Delta vehicle until orbital insertion of the spacecraft. This analysis was broken into three separate stages to correspond to the three phases present in the flight. These are as follows:

- 1. Initial ascent of the vehicle with the fairing on (T=0) through T+4 minutes)
- 2. Aeroheating of the spacecraft after fairing jettison (T + 4) through T + 23 minutes
- 3. Coast Trajectory until final orbital insertion (T + 23 through T + 74 minutes)

A single node model was used to represent the ESAM structure, sensors, radiators, and electronics. This assumption of a single node was developed after reviewing the results of the thermal analysis done on the 60-node model of reference 1. That study indicated that the predominant heat input and rejection was through the radiators on the +Z surface, and that no significant temperature gradients existed within the ESAM. The only other minor heat input was by conduction through the MMS interface, but since the MMS would probably be at the same temperature as ESAM during



the launch phases, there would be little, if any, heat exchange by conduction. Consequently, the ESAM single node model had only a radiation coupling to space, equal to that of the radiators to space, and a thermal inertia equal to the sum of the inertias of its components.

Before any temperature calculations were made using the simple model, a comparison of that model to the detailed model was made. This was accomplished by applying the orbital average environmental fluxes on the radiators and solving for the steady state temperature. That temperature was -90C, while the detailed ESAM model temperature for the corresponding case was -120C. This comparison of the steady state temperatures shows a adequate correlation between the two models.

In the initial ascent portion of the flight (T=0 through T + 4 minutes), the ESAM was subjected to a radiative heating environment inside the Delta vehicle fairing. The fairing inner wall, an acoustic blanket, was treated as a black cavity surrounding the ESAM and radiating to it. The temperature profile for the blanket was taken from data given in reference 2 for the Landsat-D Delta launch vehicle. Using that temperature profile and assuming an initial ESAM temperature of 21°C, the ESAM temperature rose to 21.5°C during this phase.

In the second portion of the flight following the fairing jettison (T + 4 through T + 23 minutes), the spacecraft experienced aeroheating. During this phase, the spacecraft climbs from an altitude of 70 nm to 110 nm, drops back down to 100 nm, and finally climbs to 150 nm. Concurrent with spacecraft altitude variation is a velocity variation from 10,000 ft/sec at 70 nm, increasing to 19,000 ft/sec at 110 nm, and finally increasing to 26,000 ft/sec at 100 nm. After that, the spacecraft velocity remains relatively constant.

The ESAM aeroheating rates for phase two were calculated using the analytical methods outlined in reference 3 for high speed free molecular flow. This reference indicates that the aeroheating rate is a function of the fluid density, fluid temperature, spacecraft velocity and the geometry of the surface relative to the flow. The first two properties are functions of altitude and were found directly. The spacecraft velocity was given in reference 2, leaving only the selection of appropriate s_k :ecraft geometry. For ESAM, only two kinds of surfaces experience aeroheating: a plate perpendicular to the flow, which represents the insulated +X surface and plates parallel to the flow, which represent the insulated sides and the +Z radiators. It was found that the greatest aeroheating occurs on the +X surface at T + 4 minutes. Even though the +X surface has the highest surface heating rate, only 0.7W of the 34.5W would be transmitted through the insulation blanket in a steady state case. For the remaining surfaces, the heating is much less, with the +Z radiators experiencing their maximum aeroheating of 2.7W at T + 4 minutes and with essentially no heat being transmitted to the sides because of the low heating rate and the insulation.



The temperature of the ESAM was calculated using the above mentioned aeroheating and the peak orbital environmental fluxes impinging on the radiators. The peak fluxes occur at the point in the Landsat-D orbit just before shadow entry. These values were taken from the $\beta = 41.8^{\circ}$, 98.2° inclination orbital flux case calculated using the SSPTA computer program. These aeroheating rates and fluxes were assumed to be constant for the entire 19 minutes of this phase. The resulting temperature rise was from 21.5°C to 22° C using these peak heating levels.

In phase three, the spacecraft was in a coast trajectory from T + 23 minutes until orbital insertion at T + 74 minutes. During this period, the only heating the ESAM experienced was from the absorbed environmental energy since the spacecraft was above the sensible atmosphere where aeroheating would be present. Two orbital cases were considered. The first assumed the peak orbital flux was applied for the entire period and the second assumed the orbital average flux was applied for the period. In both cases there is a net loss of energy from the ESAM, resulting in a temperature decrease. The peak flux case showed a temperature drop from 22° C to 20.5° C during the 51 minute period. The average flux case, on the other hand, resulted in a drop in temperature from 22° C to 16.5° C.

For these analyses, the initial temperature of the ESAM was arbitrarily assumed to be 21°C . The study in reference 2 used an initial temperature of 15°C . The temperature profile for a 15°C initial temperature can be estimated by subtracting 6°C from the results for the 21°C initial temperature since the temperature differences are close enough to assume the same rates of heat transfer. Using this assumption, the orbital average flux case would drop its final temperature to 10.5°C . This temperature approaches the upper control point of the proportional heaters and is based on conservative hot assumptions. If colder conditions exist, the temperature could dip into the heater range. This indicates that the heater circuits should be enabled during launch to protect ESAM in the event the environment is less severe than anticipated.

In summary, the ESAM has a tendency to heat up while it is still in the atmosphere, but will start cooling as soon as frictional effects of the atmosphere have been removed. This study indicates the rise in temperature will be approximately 1 degree from atmospheric heating and the drop in temperature will be about 7 degrees from radiation losses up until critical insertion. This cooling trend suggests that the ESAM heater circuits be enabled to ensure the protection of the ESAM.

Doan Eiband

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APPEMDIX E. DTM DETAILED THERMAL MODEL



50/50 Pow Mill Road . Beltsville, Md. 20705 (301) 937-3090

TO:

D. Mengers

FROM:

A. Melak

SUBJECT: Thermal Model Developed for the Dummy Thematic Mapper

REFERENCES: 1. American Society of Mechanical Engineers, 63-WA-196, Controlling Factors of Thermal Conductance Across Bolted Joints in a Vacuum Environment, W. Aron and G. Colombo, November 1963.

> 2. Arthur D. Little, Inc., C-83198-01, Environmental Flux Study for the Landsat-D Spacecraft, J. T. Bartoszek and W. J. Raymond, March 1980.

The purpose of this memo is to describe the analytical model developed to perform thermal analyses and parametrics on the Landsat-D Dummy Thematic Mapper (DTM). The DTM is an aluminum box, shaped like the Thematic Mapper (TM), to be used if the TM is not completed on schedule. Thermostatically controlled heaters will be placed in the main frame of the DTM in order to simulate the TM's thermal characteristics. The following areas concerning the design will be covered; geometric model, conduction couplings and radiation couplings.

A complete internal and external surface model of the DTM was developed from geometry provided by NASA Goddard. The external model consists of the DTM and all surfaces of the Landsat-D satellite that have a view factor to the DTM, with the exception of the solar array. Since the solar array tracks the sun, a variable geometry would have resulted. How the radiation effects, due to the solar array, were accounted for will be discussed later.

The internal model is comprised of 75 nodes. The majority of the nodes (54) are located in the main frame where the Attitude Determination Sensor Assembly (ADSA), heaters, thermostats, and mounting feet are located; these are the major areas of concern in the analysis. Each of the 6 sides of the main frame was broken into a 3 x 3 grid with the central node of each being 11 inches x 11 inches. The central nodes represent the sections which have had metal removed so that the DTM mass is the same as the TM. The remaining nodes represent the thin aluminum sheet metal which gives the DTM the same dimensions as the TM.



The DTM conductive couplings are based on a thermal conductivity of $204 \text{ W/m}^{\circ}\text{C}$ (pure aluminum). The coupling across the joints was calculated using the method described in reference 1 assuming a bolt torque of 75 in·lbs and a rivet tension equal to 1/4 of the ultimate tension (UT = 42,000 psi for 1/8 inch diameter aluminum rivets).

Two additional nodes were created; one for the instrument module (I/M) to which the DTM feet attach and one for the ADSA. The conduction coupling through each of the feet to the I/M is 0.381 BTU/hr $^{\rm O}$ F. The ADSA is mounted to the central node of the Earth facing side of the main frame. The conduction coupling across the ADSA mounting interface is 6 BTU/hr $^{\rm O}$ C.

The internal model is radiatively coupled using an absorptivity of 0.4 and an emissivity of 0.1 (iridite aluminum). The DTM is shrouded with a multilayer insulation with a 2 mil aluminized kapton (α = .42, ϵ = .75) outer surface. Calculations were performed for insulation effective emittances of 0.02 and 0.01.

In order to account for the radiation effects of the solar array a comparison was made between orbital fluxes calculated for this model without the array and the fluxes published in reference 2 which included the array. The -Y facing surface (solar array side) was determined to be the only one significantly sensitive to the effects of the solar array. This was done by comparing the fluxes per unit area for this model with the fluxes for equivalent orbits and surfaces from the A.D. Little model. The -Y face fluxes were then modified to match the per unit area values from the A.D. Little study.

A listing of the nodes and surface properties is presented in table 1. The radiation and conduction couplings are included in the appendix.

A. Melak

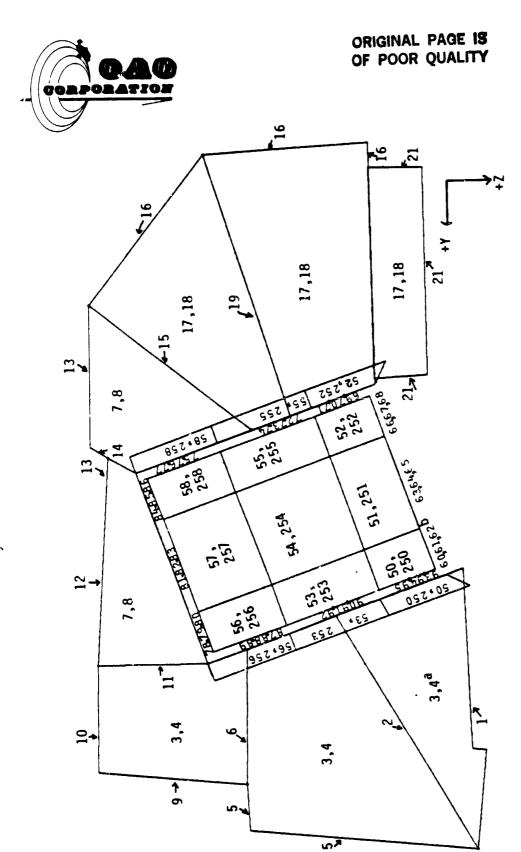
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Table 1. DTM Node Descriptions

NODE NUMBER	DESCRIPTION
1-21	Internal nodes of the DTM (depicted in Figure 1) representing the thin aluminum sheeting used to shape the DTM similar to the TM
22	Represents the exterior surface of insulation blanket on the +Z Earth viewing side corresponding to nodes 60-68
50-58	Internal nodes on the -X side of the main frame
60-68	Internal nodes on the +Z side of the main frame
69-77	Internal nodes on the -Y side of the main frame
78-86	Internal nodes on the -Z side of the main frame
87. 95	Internal nodes on the +Y side of the main frame
101, 103-105 107-110, 112, 113, 116-118, 121	Exterior surfaces of insulation blankets that correspond to the interior nodes with the same number minus 100 (e.g. node 101 corresponds to node 1)
130, 131	Exterior surfaces of insulation blankets that correspond to interior nodes 50-58 and 250-258
187	Exterior surfaces of Landsat-D satellite that have a view to the DTM $$
188	Space node
250-258	Internal nodes on the +X side of the main frame
270	ADSA
271	Mission adapter; instrument module



 $^{\rm a}$ Two numbers separated by a comma (ex., 3,4) represent parallel surfaces with the first number assigned to the top surface.

 $^{\mbox{\scriptsize b}}$ Three numbers separated by commas (ex , 60,61,62) represent three vertical nodes with the first number assigned to the bottom node.

Pigure 1. Internal Node Assignments

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APPENDIX F. DTM THERMAL ANALYSIS RESULTS

MEMORANDUM LDTHER-IOM-81-006 June 22, 1981



50/50 Powder Mill Road . Beltsville, Md. 20705 (301) 937-3090

TO

: D. Mengers

FROM

: A. Melak

SUBJECT: Thermal Analyses of the Dummy Thematic Mapper

REFERENCE: OAOCO, LDTHER-IOM-81-005, Thermal Model Developed for

the Dummy Thematic Mapper, A. Melak, June 1981

This memorandum describes the analyses and parametrics performed on the Landsat-D Dummy Thematic Mapper (DTM) model described in reference 1. The objective of the DTM in the satellite is to simulate the thermal characteristics of the Thematic Mapper (TM). Critical areas of concern are the temperature gradients across the mounting feet which attach the DTM (at nodes 50, 52, 56, and 58) to the mission adapter portion of the Landsat-D instrument module (I/M) and node 64 where the Attitude Determination Sensor Assembly (ADSA) is mounted. Analyses were conducted to determine the expected temperature levels and thermal design sensitivities of the DTM. Parametrics were performed with the heaters to determine the optimum size and position for controlling the critical areas. All analyses were accomplished using the Simplified Shuttle Payload Thermal Analyzer (SSPTA).

The I/M (node 271) was treated as a constant temperature node with a possible temperature range from 10°C to 30°C. The ADSA is an insulated box with a constant power of 1.2 watts.

initially a steady state temperature distribution in the main frame was dtermined for environmental fluxes corresponding to the beta angle (β) limits of 23.4° and 41.8°. The 1/M was fixed at 15°C, the heaters were assumed off and the insulation effective emittance was assumed to be 0.02. For β = 23.4 the temperature distribution within the main frame was from -5.6°C to -6.2°C (ΔT = .6°C). For β = 41.8° the distribution was from -4.9° C to -4.3° C ($\Delta T = .6^{\circ}$ C).

Results from a much smaller model of the DTM indicated that for the conditions stated above an additional 30 watts of power is needed to maintain a temperature of 15°C in the main frame. This was checked using the detailed model. Four heaters were used to control the critical areas. Seven and one-half watt heaters were placed on either side of the ADSA at nodes 61 and 67. To control the gradients across the mounting feet 7.5 watt heaters were placed between the feet at nodes 53 and 55. For the same initial conditions and $\beta = 23.4^{\circ}$ the steady



state temperature distribution was from 14.3° C to 15.7° C ($\Delta T = 1.4^{\circ}$ C). For $\beta = 41.8^{\circ}$ the distribution was from 15.4° C to 16.9° C ($\Delta T = 1.5^{\circ}$ C). These results confirm that 30 watts is the nominal power needed for flight. The steady state results indicate that no severe thermal gradients exist in the main frame and that the DTM is fairly insensitive to β angle. All further analyses used a β angle of 23.4° .

Parametrics were performed to determine temperature versus heater power for various temperatures of the I/M and insulation effective emittances. The results shown in Figure 1 indicate the temperature of the DTM will remain within the limits over the range of design variables. Node 64 was used since it is one of the critical areas and representative of the main frame.

Steady state parametrics were performed to assess the effects of the distribution of heater power. Two cases were assumed. One represents an even distribution of power at the four heater locations and the other represents a fixed 15 watts of power at the ADSA and a variable, thermostatically controlled power at the mounting feet. From Figure 1 a heater power of approximately 18 watts is needed to maintain a temperature of 15°C in the main frame with the following conditions; I/M = 30°C and c = 0.02. For 4.5 watts of power at nodes 53, 55, 61 and 67 (18 watts total) the temperature at node 64 was 15.3°C. With the same conditions but 7.5 watts at nodes 61 and 67 and 1.5 watts at nodes 53 and 55, the temperature at node 64 was 15.5°C.

From Figure 1 a heater power of 34 watts is needed to maintain 15° C with the following conditions; I/M = 10° C and ε = 0.02. For 8.5 watts at nodes 53, 55, 61 and 67 the temperature for node 64 was 15.7°C. With 7.5 watts at nodes 61 and 67 and 9.5 watts at nodes 53 and 55, node 64 had a temperature of 15.5°C. These results indicate that the DTM is conductively well coupled and therefore insensitive to power distribution.

To simulate a heater/thermostat system failure leaving full power on, 25 watts of power were added at nodes 61 and 67 with a hot I/M (I/M = 30° C) and an effective emittance of 0.02. This resulted in a steady state temperature of 34.6°C for node 64 which is above the desired limit. A more effective insulation would increase this temperature. Figure 1 shows that for an ε = .01 the temperature will be slightly above 50° C.

Figure 2 shows the transient temperature response of node 64 with 13.6 watts at nodes 53, 55, 61 and 67 (54.4 watts total). The initial temperature was assumed to be 15° C and the insulation effective emittance was 0.02. This analysis is intended to represent the DTM with thermostatic set points of 15° C and 20° C. With I/M = 30° C, one complete heat-up and cool down requires approximately 20.2 hours. For I/M = 10° C the cycle requires approximately 24.5 hours.



In conclusion the DTM is fairly insensitive to β angle and power distribution but is sensitive to the insulation effectiveness. The thermal response of the DTM for various conditions can be found in Figure 1. This analysis confirms previous analysis indicating a nominal power of 30 watts is necessary for flight.

A. Melak

Attachments

/egc



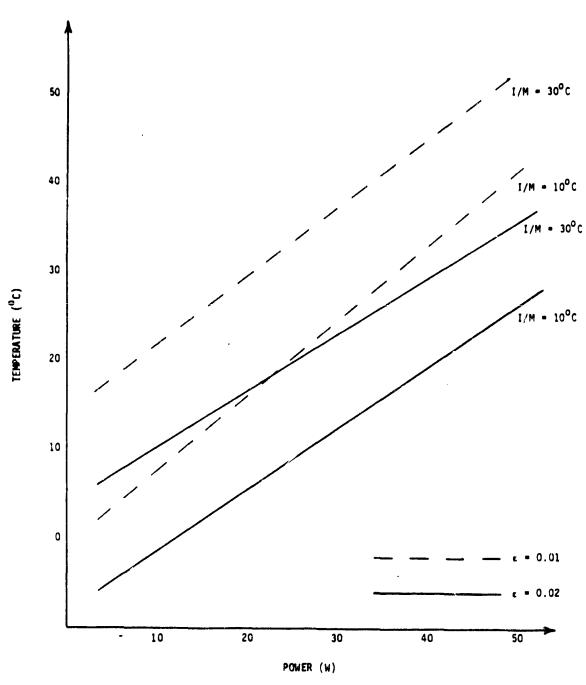


Figure 1. Temperature vs. Power for Insulation Effectiveness of 0.01 and 0.02





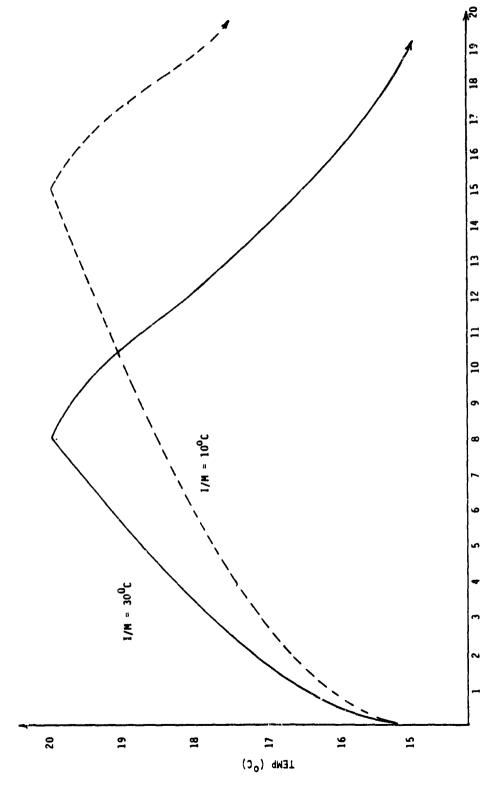


Figure 2. Temperature vs. Time for Node 64 with 54.4 Watts of Power

TIME (HOURS)

APPENDIX G. LANDSAT-D HARDLINE HEATER ANALYSIS

MEMORANDUM LDTHER-IOM-81-004 May 20, 1981



TO : Dave Mengers

FROM : Doan Eiband

SUBJECT: Landsat-D Retrieval Thermal Safety Analysis; Hardline Heaters

Failed On

References: 1. Arthur D. Little Incorporated, C-83198-01, Environmental

Flux Study for the Landsat-D Spacecraft, J.T. Bartoszek

and W.J. Raymond, March 1980

This study was conducted to determine the transient temperature response of the major Landsat-D Spacecraft components if all of the hardline heaters failed on while it is in the orbitar bay. In addition to the temperature profiles, two other parameters of interest were determined. They were the time to reach the component maximum safe retrieval temperature and the component temperature rate of change at the time the limit temperature was reached.

The model used in this analysis was developed from two other thermal models. They are the MMS model previously generated for the MMS Project Office and the Landsat-D model of reference 1. The MMS model component radiation couplings, conduction couplings, and thermal inertias were used directly in this model. The only modifications made were to change the radiation couplings to space to radiation couplings to an STS/EARTH boundary. The Landsat-D instrument module component radiation couplings, conduction couplings, and thermal inertias were taken from reference 1 for this model. The radiation couplings to space for the insulated surfaces were scaled by the effective emittance of the insulation blanket to approximate the radiation transfer between an internal node and a boundary node without having to explicitly solve for the external temperature of the blanket. These couplings were then coupled to the STS/EARTH boundary.

Using this reduced model, the component temperature profiles were found by applying the appropriate boundary temperatures, initial component temperatures, and component heater power conditions. These conditions were as follows. The boundary to which the surface nodes radiated was assumed to be a black cavity at -5° C. This temperature corresponds to the steady state value for the orbiter in a solely earth viewing attitude. The initial component temperatures were assumed to be 20° C. The component heater powers were those for a nominal supply voltage of 28V and were assumed constant throughout the analysis.



The results of the analysis are given in Table 1 and the description of the model, in the Nodal Network Thermal Balance computer program format, is found in Appendix A.

Doan Eiband

Down Eiband

/bsg



Table 1. Landsat-D Retrieval Analysis

Node	Description	Temp. Limit (°C)	Time to Limit (HRS)	ΔΙ/Δτ (^δ C/HR)	Steady State Temp. (°C)
-	Irlangular Transition Adapter	50	15	2.0	70
2	Multimission Modular Spacecraft Structure	20	25	1.2	09
3	Secondary Propulsion Tank 1	90	10	2.7	35
4	Communications and Data Handling Module	20	19	1.3	59
s	Communications and Data Mandiing Module Sun Shield	20	A1	•	34
9	Modular Attitude Control System	90	15	1.9	99
7	Modular Attitude Control System Sun Shield	20	•	٠	38
8	Mission Power Supply	40	a	4	38

Steady State Temperature does not exceed temperature limit



Table 1. Landsat-D Retrieval Analysis (Cont.)

Steady State Temp. (^{0}C) 79 20 67 72 73 23 112 19 32 ΔΤ/Δτ (°C/HR) 3.4 2.0 2.1 3.7 . . Time to Limit (HRS) 2 σ S ð Temp. Limit (°C) 2 \$ \$ 9 9 \$ 8 20 S Instrument Module Panel (+Y, -X) Instrument Module Strongback Earth Sensor Assembly Module Instrument Module Upper Support Structure (+Y, -X) Mission Adapter Radiator Signal Conditioning and Control Unit Propulsion Module Mission Adapter S-Band Panel Description Node = 15 16 17 13 12 2 = σ

Steady State Temperature does not exceed temperature limit



Table 1. Landsat-D Retrieval Analysis (Cont.)

Node	Description	Temp. Limit (°C)	Time to Limit (HRS)	ΔΤ/Δτ (^O C/HR)	Steady State Temp. (°C)
18	Instrument Module Upper Support Structure (+Y, +X)	0†	o	۵. پ	69
19	Instrument Module Panel (+Y, +X)	0+	7	2.0	89
02	Instrument Module Upper Support Structure (-Y, -X)	40	10	2.1	72
21	Instrument Module Panel (-Y, -X)	0+	9	2.4	82
22	Instrument Module Upper Support Structure (-Y, +X)	0+	6	2.0	п
23	Instrument Module Panel (-Y, +X)	0+	-	2.5	73
72	Antenna Boom Pedestal	88	•	•	25
52	Wide-Band Module Mount	40	1	6.0	09

Steady State Temperature does not exceed temperature limit



Table 1. Landsat-D Retrieval Analysis (Cont.)

Rode	Description	Temp. Limit (°C)	Time to Limit (MRS)	ΔΙ/Δτ (°C)	Steady State Temp. (°C)
92	Wide Band Module	46	•	•	22
27	Multi-Spectral Scanner Hount	40	10	1.3	
28	Multi-Spectral Scanner	40	10	1.0	61
52	Thematic Mapper	40	•	•	14
30	Truss Assembly	50	•	•	-
3	Module Attitude Control System Star Trackers	95	40	5.1	96
35	Rocket Engine Modules (Propulsion Module)	150	ų	11.3	227

* Steady State Temperature does not exceed temperature limit

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